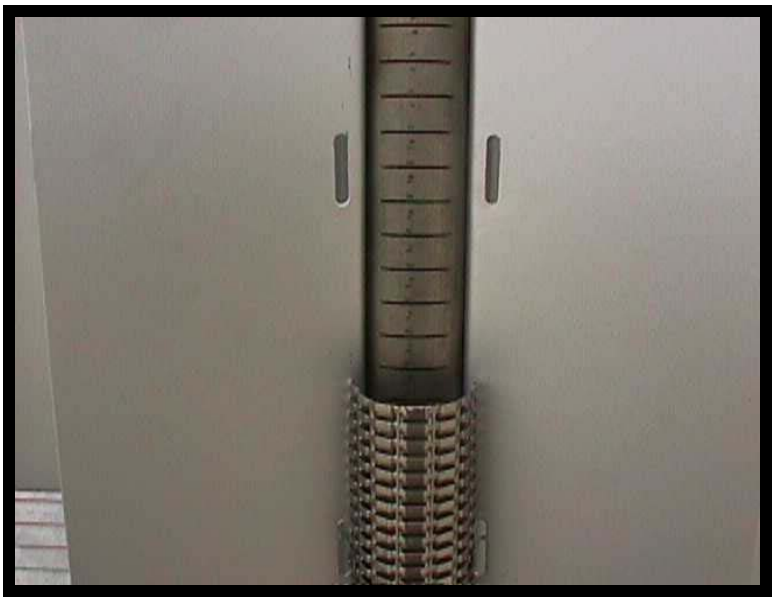
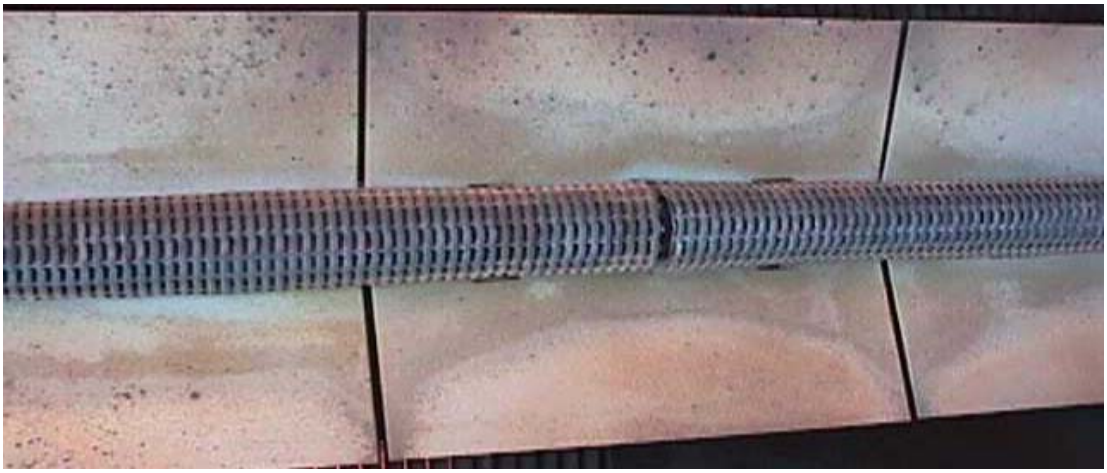
“UltraGlo”™ CONVERTERS



THE MEANS TO THE “ULTIMATE REPAIR”



ACTUAL KASI “UltraGlo”™ CONVERTER AFTER 2O MONTHS OF CONSTANT USE

Kasi "UltraGlo"TM Converters

BENEFITS

No broken welds or distorted ribbons which cause "hot spots"

Means:
Significantly extended grid life
Superior distribution of infrared heat
Pavement is softened faster, without overheating
Deeper heat penetration without damage

12 Volt vs. 24 Volt System

Means:

Less blower maintenance

Longer brush & armature life

Longer operating time between charges
Longer battery life

More fuel efficient design

Means:
Up to 25% better fuel economy thereby increasing profits
Longer time between refueling
Eliminating tank freeze-up

Find out why over 20 Infrared Contractors have converted from old style to "UltraGlo"TM.

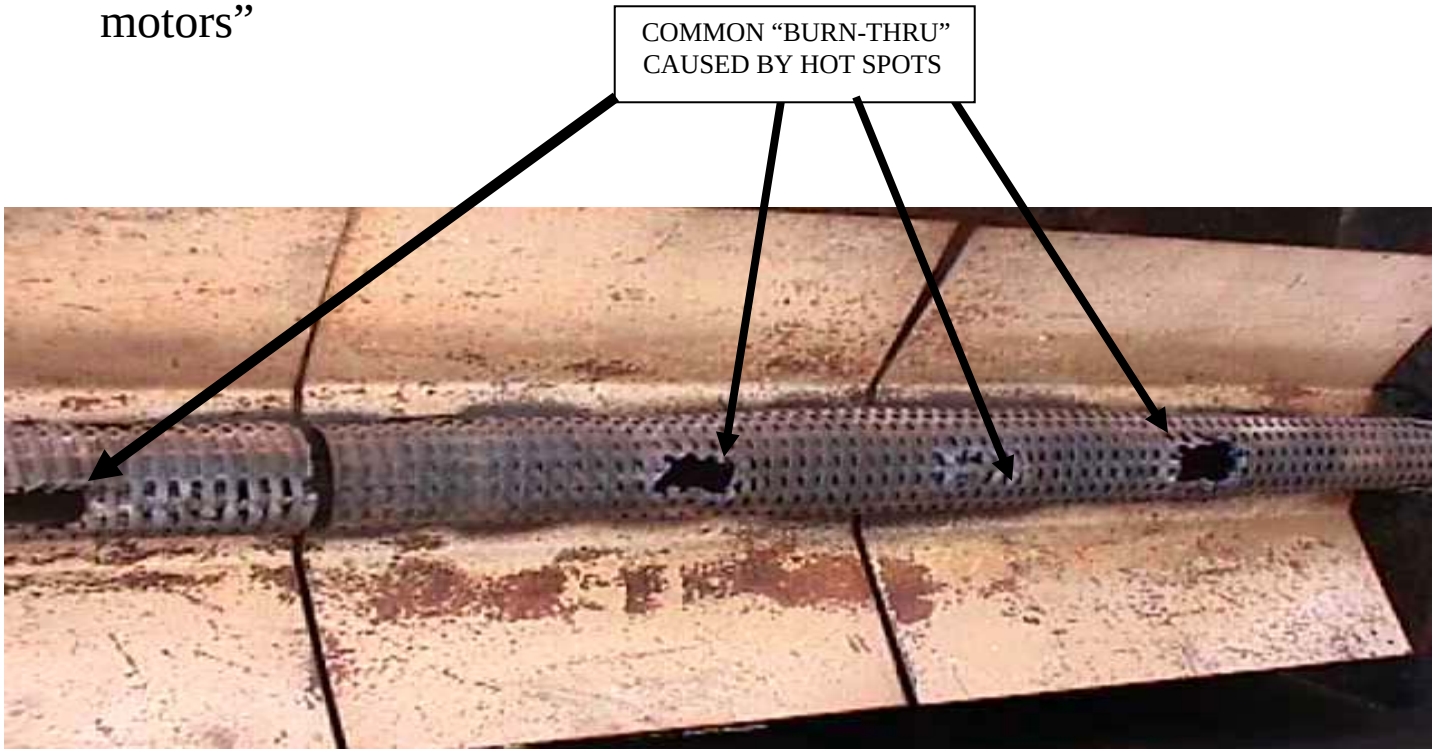
For years, the owners of old style infrared pavement heaters have been faced with problems that until now had no solutions.

- “Replacement grids for my heater are extremely expensive and since there are so many hot spots on my heater I go through grids like crazy”.

- “My propane tanks keep freezing up. As soon as the weather gets a little cold, I’m lucky if I get to use 65% of the propane before the tanks freeze up.”

- “By the time the asphalt is soft deep enough to make a permanent repair, the surface of the asphalt is too hot.”

- “I am constantly replacing brushes and armatures on my blower motors”



ACTUAL “OLD STYLE” CONVERTER AFTER 10 MONTHS USE

TURN THE PAGE TO SEE WHY HOT SPOTS OCCUR IN “OLD STYLE” HEATERS

WHAT'S WRONG WITH A RIBBON ORIFICE?

The old style infrared converters utilize a ribbon orifice system to generate the flame. The ribbon orifice is constructed in the following manner:

- 22 gauge stainless steel ribbon in run through a corrugation die, then cut to the length of the converter.
- 6 pieces of corrugated ribbon are lined up irregularly and sandwiched together in between 2 pieces of 16 gauge non-corrugated stainless steel.
- These pieces are then placed inside the converter manifold.
- The manifold is clamped tight around the ribbons and tig welded (heli-arc) every 2" on center.

The problem with a ribbon orifice is as follows:

- The significant amount of handwork required in fabrication makes quality control very difficult.
- 22 gauge stainless steel ribbon tends to distort a great deal at high temperatures (up to 1,750 degrees Fahrenheit).
- When the steel distorts extreme pressure is exerted on the tig welds often causing welds to break.
- Every time the ribbons distort or a weld breaks, a gap is created. This gap causes a flame jet. This flame jet is what creates hot spots. Hot spots ruin grids and burn the asphalt below them.